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CLASSIFICATION	SECRET// CONFIDENTIAL /US	REPORT NO.	
COUNTRY	Czechoslovakia		
TOPIC	Construction of Railroad Freight Cars with Undercarriages Adjustable for Wide Gauge and Normal Gauge		
EVALUATION	25X1X	PLACE OBTAINED	25X1A
DATE OF CONT	25X1A		
DATE OBTAINED	DATE PREPARED 6 April 1950		
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
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1. The Tatra Plants in Prague-Smichov and Koprivnice produce railroad cars with axles adjustable for wide and standard gauge.*
2. The Prague-Smichov Plant has a daily production of five railroad cars with adjustable undercarriages. No conventional railroad cars with standard gauge undercarriages are produced.
3. The Koprivnice (1 50/0 46) Plant has a daily production of 15 railroad cars with adjustable undercarriages, and five railroad cars with standard gauge undercarriages. **

Comment:

- * a. The construction of railroad cars was not started in the Prague-Smichov Tatra Plant before 1946. The plant also manufactures trackless trolleys.
- ** b. The Koprivnice Tatra Plant mainly produces railroad car undercarriages for assembly in the Studenka (O 51/G 13) Railroad Car Plant.
- c. Other Czechoslovakian railroad car plants are in Kolin (O 51/K 38) and in Ceska Lipa (Boehmisches Leipa) (O 51/F 75). The Slovakian production share is negligible (about 1 percent).
- d. The railroad car plants in Studenka, Prague-Smichov, Kolin and Boehmisches Leipa were subsidiaries of the Tatra Koprivnice National Corporation until late 1949. They became independent industrial enterprises on 1 January 1950.
- e. Postwar freight car production increased considerably in Czechoslovakia and reached a maximum in 1947 of ten times the prewar mark.
- f. Czechoslovakia produced 15,345 freight cars in 1947 and 11,000 in 1948. Freight car production should decline to 7,700 units under the five Year Plan, but it again increased considerably in 1949. A production of 2,603 units was reached in the first six months of 1949. This even exceeded the maximum production of 2,379 units attained in the first six months of 1947. The maximum monthly production (1,835 units) was reached in March 1949. According to

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various indications it appears probable that these figures also include
cars required.

E. Neither information nor confirmation is available yet on the production
of railroad cars with adjustable axles.

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